



Statement on behalf of
Congressman Jerrold Nadler, Manhattan Borough President Gale A. Brewer,
New York State Senator Brad Hoylman,
New York State Assembly Members Richard N. Gottfried and Linda B. Rosenthal
New York City Councilmember Corey Johnson
at The Port Authority of New York and New Jersey Public Board Meeting
Thursday, September 22, 2016

We are Assembly Member Richard Gottfried and State Senator Brad Hoylman speaking on behalf of the local elected officials whose districts include or abut the Port Authority Bus Terminal: Congressman Jerry Nadler, Manhattan Borough President Gale A. Brewer, New York State Senator Brad Hoylman, New York State Assembly Members Richard Gottfried and Linda Rosenthal, and New York City Councilmember Corey Johnson. We thank the Port Authority for listening to our concerns about the design competition, which lacked the transparency and public process that is a hallmark of our planning efforts in the Borough of Manhattan. We appreciate re-starting the process.

Earlier this week, we joined Port Authority officials and our New Jersey colleagues in publicly stating our common purpose and grounds for moving forward: we need a new West Side bus terminal, and the planning for that new terminal will include a robust public process and analysis that considers rational planning principles, environmental impact, and transportation issues. The process will include federal, state and local environmental review and regulatory processes, with extensive public and stakeholder input, such as regular meetings with city and state officials and local partners which the Port Authority expects to begin shortly, as well as public meetings in the future. Only after sensible public policy decisions are settled should there be a final design chosen, and this week's agreement helps pave the way.

Those of us who represent Manhattan have never questioned the need for a new Port Authority Bus Terminal – the current one is in bad shape, does not meet current commuter volume, will not be able to handle the anticipated future growth in volume; and is a significant eyesore.

Nor have we questioned the utility of a replacement facility in Manhattan. However, we have not agreed that any future terminal in Manhattan should be the end of any discussion of alternatives nor did we agree that there is no need for any other facilities in coordination with the growth in rail or river capacity. What is true, and what we all agree on, is that in order to comply with federal regulations - and a project of this scope and size will require federal dollars - all alternatives or scenarios must be considered and weighed against each other in terms of environmental, social, economic, and neighborhood impacts. It is premature to say something is off the table when we don't have all the facts.

We appreciate that the Port Authority will now study additional and temporary facilities in both states, as recommended by the Trans Hudson Commuter Study released today, September 22, 2016. This makes common sense and planning sense. The study represents a solid

baseline from which we can begin anew and set up a public process that is informed by the facts of commuters' and residents' experiences with the current Port Authority terminal and transit system. This process will be sensitive to neighborhood concerns while remaining focused on the need for a 21st century bus terminal that is well designed, contextual with and respectful of its surroundings, incorporates advances in technology, is complementary to other forms of transit service, and ultimately improves access to the region's central business district.

As representatives of the community, it is particularly important to us to reiterate our strong opposition to any plan that requires the destruction of non-Port Authority residential, commercial, religious, historic or non-profit buildings in the Hell's Kitchen neighborhood. Decades ago, the Port Authority took vast amounts of property in Hell's Kitchen. We are determined to protect our community from being further diminished.

We believe that the Port Authority, while not pre-judging the outcome, hears and understands our concern. We look forward to working with the Port Authority, the two states, our city and other local governments, and elected officials and communities on both sides of the Hudson as this important project goes forward.